

## **AIRSPACE SPECIAL INSTRUCTIONS (SPINS)**

Edition 4 dated 23 June 2011

1. **Purpose:** These SPINS are intended to provide instructions and procedures to all Aircraft Operators with a need to operate aircraft into or out of the Tripoli Flight Information Region (FIR) or Libyan Airports. Each flight needs to be pre-approved in accordance with the procedures detailed in paragraph 4. Priority approval will be granted to flights in the following categories:

- a) Humanitarian Assistance (HA) flights;
- b) VIP flights such as Diplomats and Heads of State;

All other flights will be scrutinized by the approval authority to determine their exemption in respect to United Nations Security Council Resolution 1973(2011).

2. **Status of Libyan Airports and Air Navigation Services.** Aircraft Operators are reminded that NATO is unable to verify the availability and performance of ground handling and Air Traffic Control Services that might be offered to flights to/from Libyan airports and within Tripoli FIR. Therefore, Aircraft Operators are to adhere to their own requirements and operating standards for the conduct of flights inside the Joint Operating Area.
3. **NATO Joint Operating Area.**

3.1. To enforce the No Fly Zone (NFZ) in respect to UNSCR 1973(2011), NATO is conducting air operations over the central southern Mediterranean Sea. The Joint Operating Area (JOA) comprises: the international waters and airspace above, of the central southern Mediterranean Sea between 10° East and 28° East, and south of 41° North; Libya and its territorial waters, including the airspace above. It excludes territorial waters and the sovereign airspace of Malta, Tunisia and Egypt.

3.2. The NATO Airspace Control Authority for the JOA is the NATO Air Component Commander based at Izmir, Turkey. Day-to-day coordination has been delegated to the NATO Joint Airspace Coordination Centre (JACC), located at Poggio Renatico, Italy.

3.3. Since the NFZ is under the responsibility of NATO, no ANS can currently be provided and the safety of the flight will be at the discretion of the Pilot in Command. Furthermore, pilots are reminded that extensive military air activity is taking place within the Tripoli FIR; this includes airborne and surface-based activities that could be hazardous to flight.

#### 4. Processes.

All Aircraft Operators must request prior approval for each flight within the Tripoli FIR and to or from Libyan airports. **These request are to be submitted (fax or e-mail) at the latest by 12.00Z, 2 days prior the flight.** The request should be addressed to the approval authority, using the standardised **Mission Request Form**, which has been delegated to Joint Force Command Naples (JFCN). The request form and other pertinent information are available on the CAOC5 webpage.

4.1. Upon receipt, JFCN will validate the request which should contain the following information:

- a) Nation/Organisation requesting the flight
- b) Purpose of flight
- c) Requesting nation/organisation POC (name and 24hr contact information)
- d) Departure Airport (ICAO)
- e) Aircraft Identification
- f) Departure date (dd/mm/yy)
- g) Departure time (UTC)
- h) Cargo details
- i) Arrival date (dd/mm/yy)
- j) Arrival time (UTC)
- k) Arrival Airport (ICAO)
- l) Aircraft type
- m) Aircraft registration

4.2. Once validated, JFCN will allocate each approved flight a Deconfliction Number. This number will be made available to the Aircraft Operator, the JACC, and the Movement Tracking Cell Poggio Renatico (MTCPR). Furthermore, JFCN will provide the allocated Deconfliction Number (including as many flight details as possible) to the EUROCONTROL Central Flow Management Unit (CFMU), not later than 17.00Z, two days prior the flight.

4.3. Upon obtaining the Deconfliction Number, the Aircraft Operator should request a Mode3A and a designated corridor from the MTCPR.

4.3.1. The Mode3A should be used when entering the JOA and only the allocated corridor should be flown. Deviations are allowed in emergency situations but should be coordinated with the Tactical Command and Control (C2) agencies on the guard frequency (VHF 121.5 MHz). Outside the JOA, when under ATC Control, normal procedures apply.

4.3.2. More information concerning the routeings that transit the JOA or those to and from commonly used Libyan airfields is given in a NOTAM issued by MALTA under number A0451/11.

4.4. The Aircraft Operator should follow the normal process for submitting Flight Plans; However, it is mandatory to add the assigned Deconfliction Number as a remark to field 18 of the Flight Plan.

4.5. CFMU or other flight planning approval ATC authorities will contact JFCN or MTCPR when the Deconfliction Number in Field 18 is not consistent with the information provided by JFCN. **In the event that the Deconfliction Number is not consistent or not provided, the Flight Plan will be rejected.**

4.6. Before takeoff, if possible, the Aircraft Operator should contact MTCPR Current Operations to allow tracking of the flight and to receive any updated information on the flight requirements. If the Aircraft Operator is unable to establish contact with MTCPR Current Operations, the information is to be passed to the Tactical Command and Control (C2) agencies on guard frequency (VHF 121.5 MHz) upon arrival in the JOA.

4.7. Upon entering the Tripoli FIR, or when departing a Libyan airport, aircrew will transmit, in the blind, their call sign, allocated Mode3A, present position, and intentions on VHF 121.5 MHz. This information will aid Tactical Command and Control (C2) agencies, and acknowledgement might be received. However, this acknowledgement never implies that an ANS/ATC clearance is being offered.

4.8. In the corridors and for any take off/landing manoeuvre, all aircraft will use the IATA in-flight broadcasting procedures (IFBP) on VHF 126.900 MHz.

4.9. Aircraft with a Libyan airport as a destination will remain in the allocated corridors as long as practical for landing. Aircraft departing a Libyan airport will enter the corridor as soon as possible after take-off, even when this is not i.a.w. an ATC clearance. Any situation which requires a deviation will be transmitted, including reason and intention to the C2 agencies on VHF 121.500 MHz.

5. **Emergency Requests.**

5.1. Emergency and short-notice requests (not meeting the criteria above) for flights will only be considered through prior tactical coordination between JFCN, JACC and the MTCPR.

6. **Contact details:**

a) JFC NAPLES  
MTS OUP HA  
Tel.: 0039 081 721 5236  
Fax.: 0039 081 570 2195  
E-mail: [jfcnpmtsoupha@jfcnp.nato.int](mailto:jfcnpmtsoupha@jfcnp.nato.int)

b) JACC Poggio Renatico  
Tel.: 0039 0532 822 556 or 564  
Fax.: 0039 0532 822 516  
E-mail: [jacc@caocpr.nato.int](mailto:jacc@caocpr.nato.int)  
Website: [www.caoc5.nato.int](http://www.caoc5.nato.int)

c) Movement Tracking Cell Poggio Renatico  
Tel.: Current Ops - 0039 0532 822 464  
Tel.: Plans - 0039 0532 822 568  
Fax.: 0039 0532 822 557  
E-mail: [mtc@caocpr.nato.int](mailto:mtc@caocpr.nato.int)

7. **Corridors.**

See documents posted on the CAOC5 website

8. **NOTAMs in force.**

See documents posted on the CAOC5 website